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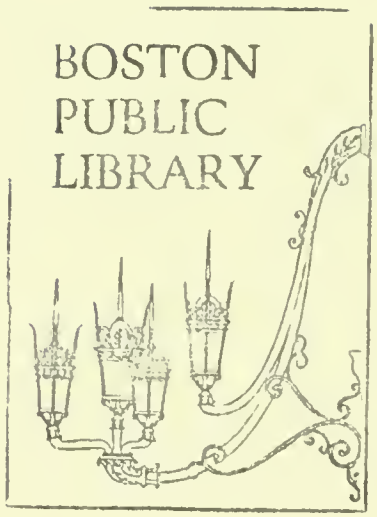
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CHARLESTOWN PRELIMINARY SKETCH PLAN
BOSTON REDEVELOPMENT AUTHORITY
DECEMBER 15, 1961

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INTRODUCTION

This report is presented as supporting information to the staff presentation and review to be made on December 15, 1961, and is the result of three weeks work. Within this short period of time, emphasis has been placed on developing an understanding of what Charlestown is today and a concept of what it might become with the aid of the renewal process.

The report is divided into three parts:

Part I is a summation of information concerning the existing physical and social characteristics that have been used as a basis for the GNRP sketch plan.

Part II includes a review of past planning proposals, makes the assumptions or "givens" used in preparing the plan, outlines the basic objectives of the plan, and reviews the principal proposals designed to achieve these objectives.

Part III is a change of pace from the first two sections and discusses in detail the existing community facilities. In a sense, it acts as an appendix to the report, and will be used as part of the GNRP plan submission.

PART I: A REVIEW OF CHARLESTOWN'S SOCIAL AND PHYSICAL CHARACTERISTICS

This section is a compilation of information which describes existing physical and social conditions, and identifies where the communities problems lie, Where possible, an evaluation is made of potential effects of these conditions on the renewal program. Information in many areas is still incomplete and often unquantified. However, it is felt enough is known at this date to form the basis of a preliminary plan statement.

Population Characteristics

The Pattern of Growth and Decline

As indicated by figure 1 on the next page, the population of Charlestown has grown slowly but quite steadily for a long period of time and reached a peak of 41,444 in 1910. A gradual decline then set in which accelerated between 1950 and 1960. This most recent decline is the result of forces affecting all older areas of the city, and has been heightened by the dislocation of families due to the construction of the Mystic River Bridge, and Central Artery, Sullivan Square interchange, and the widening of Rutherford Avenue. The haphazard encroachment of industry upon residential areas, particularly between Main Street and Rutherford has also been a factor adding to the decline.

Ethnic Changes

Ethnic changes have taken place over a fairly extended period. Irish Catholic families began to supplement the Protestant families of English origin in the second quarter of the 19th century as evidenced by the construction of St. Mary's R. C. church in 1829 and St. Francis de Sales in 1859. The decline in the number and strength of the Protestant churches is one indication of the change. In 1890 Charlestown had 10 Protestant churches, and in 1920 there were five. Since 1937 there have been three which serve very small congregations. Today the community is overwhelmingly of Irish origin.

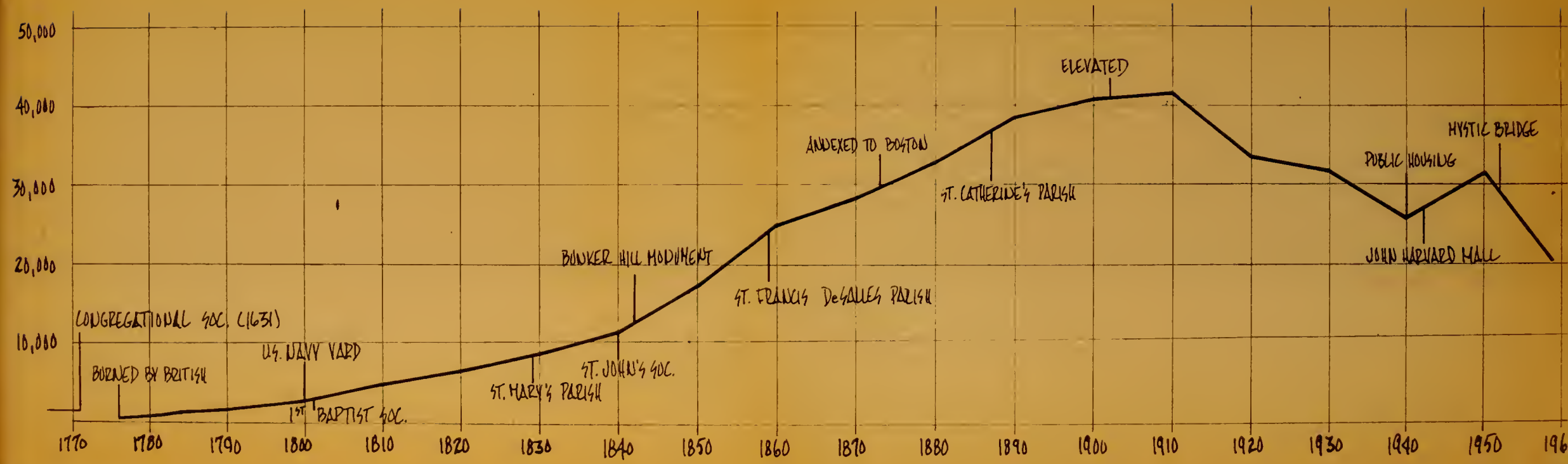
Family Composition

Charlestown is primarily a family area with few boarding houses. Unlike many of the City's older areas, it has not attracted a large number of transients and single persons. (There is probably some fluctuation depending upon ship movements at the Navy Yard.) The 1960 census indicates only 8% of the population lives alone or with other unrelated persons. This is in contrast, for example with 37% in the South End. The low number is probably due to the absence of institutions in the area and a result of the island-like character of Charlestown as discussed in other sections of this report.

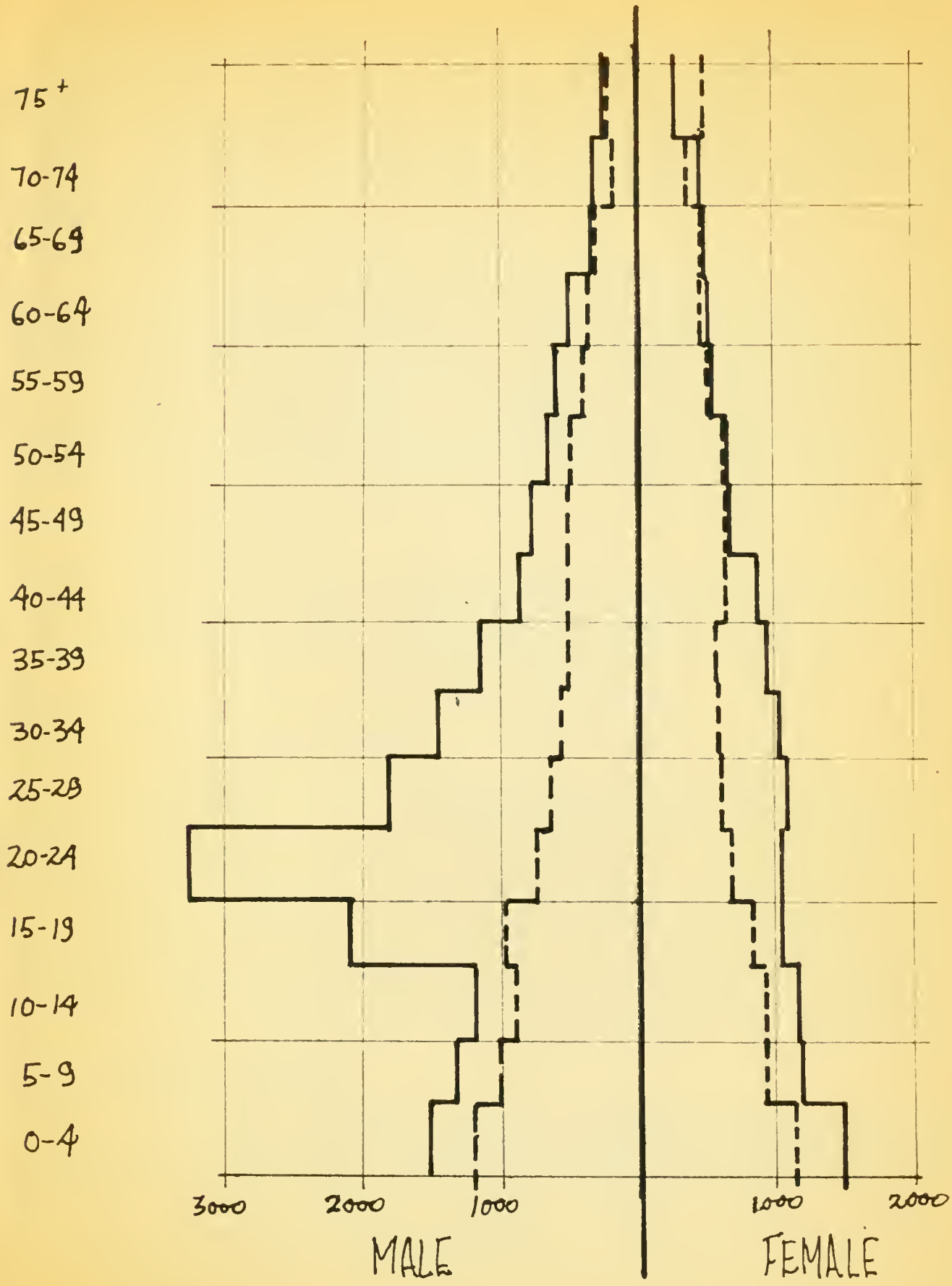
Age Distribution

While losing a third of its population between 1950 and 1960

HISTORY OF CHARLESTOWN AS GROWTH & EVENTS



CHARLESTOWN - AGE, SEX PYRAMID - 1950, 1960



Charlestown has undergone a change in age distribution. Young adults in particular have left the community in great number. In 1950 there were more than 7,000 persons in the 20-29 year old age bracket; only 2,700 in 1960. The number of school aged children has declined by 21%. However, this is in proportion to the decline in the total population. The number of persons over 60 showed the least decline in numbers and now makes up a larger proportion of the total population.

Employment of Charlestown residents

Although it has not been documented in any detail, the industries surrounding Charlestown appear to be a major source of jobs for Charlestown residents. This relationship is presumed because of the correlation between the type of jobs offered by these industries and the income and occupational characteristics of the residents. A large number are employed as truck drivers, dock workers, and similar semi-skilled activities. There is a low proportion of residents holding professional and managerial occupations when compared to Boston as a whole. (Refer to figure 3)

Income distribution

The 1950 census indicated that most Charlestown residents fell within a fairly low income range. Only 8.4% of the families had incomes over $5,000 in 1950 and the median of $2,070 was among the lowest in the City. (City median was $2,643)

Social Characteristics

Attitude toward outsiders

Charlestown is a residential island surrounded by non-residential uses. It's isolation has undoubtedly contributed to the very noticable sense of community identity and the rather hostile attitude towards "outsiders". As with many low income groups, Charlestown residents are extremely suspicious and potentially hostile towards all forms of authority. Past experiences with the City government have often justified this suspicion. Concretely expressed in relation to the renewal program is fear of another West End Project. However, there is little feeling of racial or religious hostility because of the overwhelming majority of Irish Catholics and the lack of pressure from any other outside group to live in Charlestown.

The Catholic Churches

The three Catholic churches are probably the most important forces influencing community opinion. The rapid decline in population has weakened their financial position, and it is unlikely they would look with favor on any further reduction through urban renewal.

Residents attitude to past history

There is little identification by Charlestown residents with

EMPLOYMENT CHARACTERISTICS

1950

BOSTON

CHARLESTOWN

PROF., TECH. & KINDRED

MANAGERS, OFFICIALS & PROPS.

CLERICAL & KINDRED

SALES WORKERS

CRAFTSMEN, FOREMEN & KIND.

OPERATIVES & KINDRED

PRIVATE HOUSEHOLD WORKERS

SERVICE WORKERS EXCT. PRIV. HOUS'LD.

LABORERS EXCT. MINE

OCCUPATION NOT REPORTED

10% 10% 10% 20% 10% 10% 10% 10% 10% 5%

KEY

MALES

the past history of the area as it was not created by their ancestors. This factor may put a damper on any efforts at using history as an aid in rehabilitation unless the economic advantages of doing so are sufficiently stressed.

Crime rate

The rate of most forms of juvenile delinquency and crime are low. People feel safe on the streets at night and there has been no agitation for improved street lighting. Contributing factors to the low incidence of crime are probably the low number of transients living in the area and the predominance of one ethnic group.

Housing Characteristics

Periods of housing construction

Additional research is needed to detail the number and location of the housing built during each period of Charlestown's history, and only the barest outline is attempted here.

Charlestown was burned by the British during the Revolution and all housing post-dates this period. Following the war a new street pattern and large lots were laid out as indicated on "The Plan of Charlestown Peninsula". The housing of this period was single family-frame construction in keeping with the area's role of a relatively well-to-do Boston suburb. Additional homes then filled in the open spaces.

Detached single family frame housing was the predominant form of construction in the years after the war which was followed by a period of row house construction during the 1840's and 50's. The large brick homes around Monument Square were built during this period. Gradually, as lower income families moved into the area the remaining open spaces were filled in with two and three deckers during the 1880's and 90's.

This "fill-in" pattern of development contrasts with the building of the South End and Back Bay where each street was built up during one short period of time.

There has been virtually no housing constructed since the 1890's except for the 1,100 unit public housing project built in 1942 in the north eastern corner of the area.

The 1960 census reported Charlestown as having 6,443 units in 1960, a decline of 514 since 1950. Vacancies increased from 3.1% in 1950 to 7.2 in 1960. Owner occupied units increased from 23% to 26% during this period.

Rents and housing values

Rents and the value of owner occupied property are among the

BUNKER HILL
BREED'S HILL
MILL POND
CHARLES RIVER
CHARLES RIVER BAY
HARBOUR
NAVYARD.
References
State Prison
Lechmere Point
SCALE
Plan of
CHARLESTOWN PENINSULA
in the State of
MASSACHUSETTS,
From Accurate Survey
by

lowest in the city according to 1960 census data. While this is undoubtedly an indication of substandard housing conditions, it may also indicate a depressed housing market. There is at present no pressure on Charlestown's housing from other areas and low rents and property values are probably necessary to keep the 1960 vacancy rate of 7.2% from going any higher.

Housing conditions

The BRA's type I survey shows that deteriorated conditions exist throughout the community. However, they become most apparent in the fringe areas where they come in contact with circulation facilities and industrial development. The effect has been the creation of a series of "soft spots" in the flat areas around the base of the hills, which are in an advanced state of deterioration. Houses have been torn down leaving unused vacant lots; other buildings are boarded up or only partially used.

Trucking firms have moved in to use some areas, but new uses of any substance has failed to replace the earlier residential development; as a result these land areas are greatly under utilized.

The BRA's exterior (Type I) survey shows the following totals:

Exterior Survey*

Condition	Number of Structures	Percent
A	207	8
B	1122	45
C	790	32
D	319	13
Total	2438	100%

* Excludes 1,100 unit public housing project

If "economic feasibility" of rehabilitation is used as the critera to determine whether or not a structure should be cleared many of the "C"and"D" structures would have to be removed. In light of the community attitude toward clearance, the limited ability of residents to upgrade their homes, and the desire on the part of the BRA to keep clearance to a minimum, critera in addition to condition and economic feasibility will have to be developed as a basis for clearance in areas to remain in residential use.

Shopping Facilities

Most of Charlestown's stores are of the small convenience-goods type, primarily serving the neighborhood walk-in-trade. There has been little new construction for many years.

Comments by Charlestown residents indicates a general dissatisfaction with the existing facilities due to the limited variety

and inadequate parking. Even convenience items such as food are frequently purchased outside of Charlestown in Everett and Somerville.

Stores are at scattered locations with some degree of concentration at the following areas:

1) City Square - stores are primarily to serve the Navy Base and include bars, uniform shops, cleaners, etc.,

2) Thompson Square - stores are for neighborhood convenience shopping, and to some extent to serve the employees of nearby industries.

3) Bunker Hill Street - development is concentrated at several points, and is almost entirely to serve neighborhood walk-in trade.

4) Strong Development (Mer...

Industries

Charlestown was originally a low density residential area surrounded on all sides by water except for a small connection to Cambridge at Sullivan Square as indicated on the 1818 "Plan of Charlestown Peninsula". The only large non-residential area existing prior to this time were the Naval Shipyard and the State prison.

Most of the large industries located in Charlestown make use of the transfer opportunities provided by the B&M Railroad. They are largely processing industries as represented by the [illegible] and Whiting Milk Companies; and the Revere and American Sugar Companies. There are also a great many small wholesale outlets, probably numbering over a hundred which take advantage of the rail to truck facilities. A large number of these handle paper and wood products. The importance of milk and wood products is probably due to the B&M links to milk shed and lumber areas of Northern New England.

While the Navy Base is the oldest one in the country, its location is apparently still felt to be a good one by the Navy. Continuous improvements have been made at the base, many within the past few years.

Industrial employment

Employment in the area was estimated by the Regional Core Study as 21,209 in 1960. Of this 9,500 are employed at the Navy Yard. (During the Korean War there were 12,000; during World War II 25,000.) The Regional Core Study broke down employment distribution as follows:

Charlestown Employment

	Number	%
Construction	250	1
Transportation, Utilities	1330	6

Charlestown employment - continued

	Number	%
Manufacturing, Wholesale	6306	30
Retail	1500	7
Finance and Business Services	440	2
U.S. Navy Yard	9500	45
Other Govt., Professional Services, etc.	1883	9
	21209	100

Source: Regional Core Study, adjusted to latest U. S. Navy Employment figures.

Circulation System

Regional circulation systems have come more and more to dominate and isolate Charlestown's residential community. The construction of the MTA elevated in 1902 was the first important step in this process and has been continued in recent years with the construction of the Central artery - Mystic Bridge "elevated", the Sullivan Square interchange, and the widening of part of Rutherford Avenue.

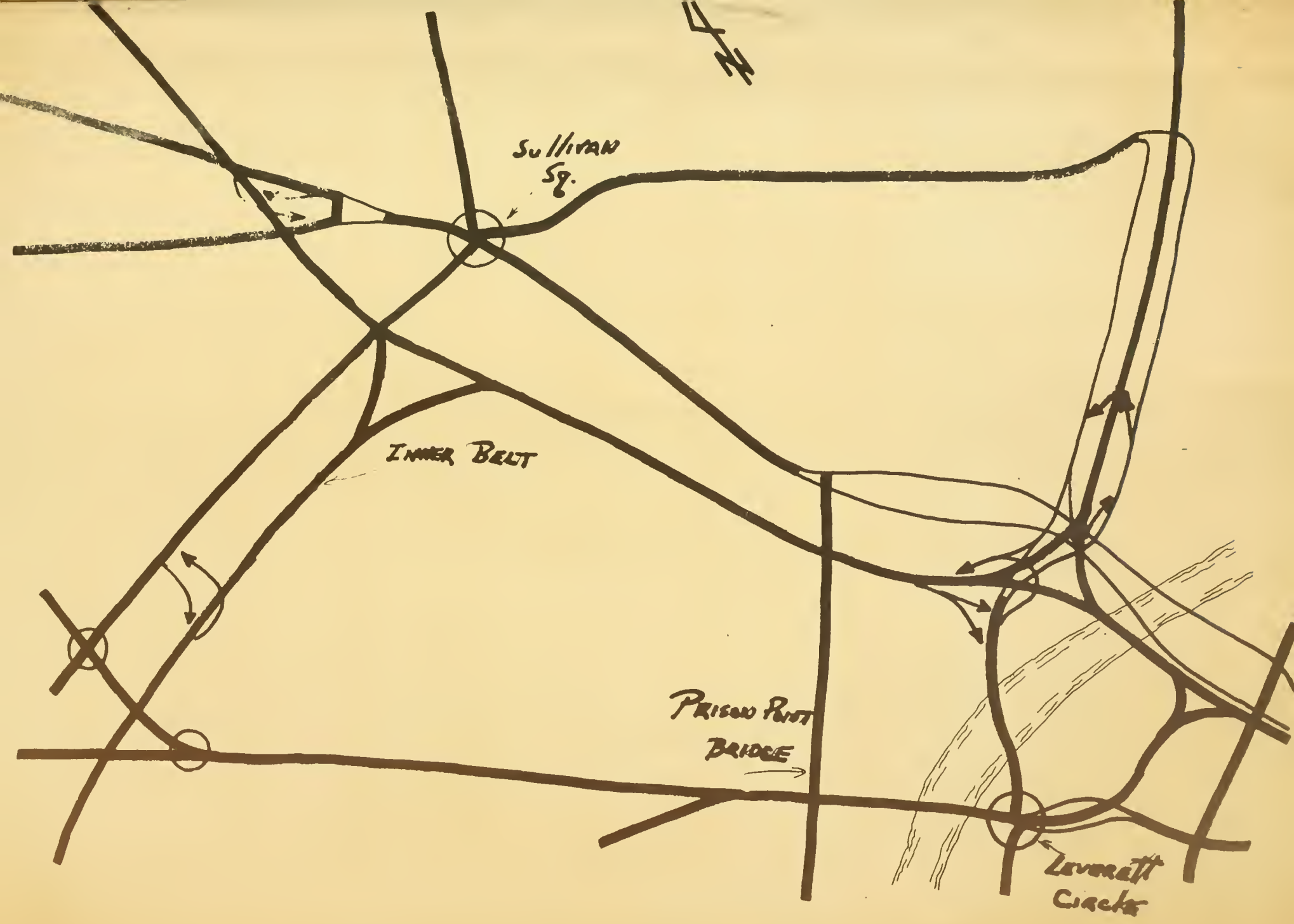
One measure of the impact of the regional traffic circulation is brought out by the traffic assignment figures used by the North Terminal Area Study. Of the 710,000 vehicals assigned to enter Charlestown during a 24 hour period only 50,000 or 7% are bound for Charlestown.

However, even though Charlestown's residential areas have suffered from the effects of the regional circulation system, it has been more fortunate than other GNRP by being relatively untouched in its interior. This is a significant point in favor of Charlestown's potential viability as a residential area.

Through highway traffic is presently being carried along the eastern side of Charlestown by the Mystic Bridge connections and along the South - western side by Rutherford Avenue.

Rutherford has been extensively improved in its northwestern section and has the capacity to act as a major artery. From Prison Point Bridge through Sullivan Square, however, it has not been improved and is very limited in capacity, particularly as it enters City Square.

Much of the problem will be removed by the construction of the Inner Belt. However, as it is anticipated this will quickly become overloaded, additional through routes at less than expressway standards will be required. The locations and design of these routes are critical in their potential effect on the community. Will their design further isolate Charlestown and reduce its desirability



PROPOSED STREET AND HIGHWAY NETWORK

as a residential area? Or can these improvements be made without additional damage and encroachment?

Bunker Hill Street is the principal interior road and forms a Northwest - Southeast axis for many of the communities public buildings and neighborhood stores. There is no road running perpendicular to Bunker Hill Street to act in the same way and tie the North and South slopes together.

There are three points of entrance to Charlestown's interior from the outside: City Square, Prison Point Bridge, and Sullivan Square. In each case it is an entrance through an area of confusion and deterioration, factors which serve to isolate Charlestown from other residential areas.

PART II - PRELIMINARY CHARLESTOWN SKETCH PLAN

The conditions described for Charlestown create a number of problems for the community in terms of maintaining a viable residential area. Low income, physical deterioration and unexploited resources combine to expose the need for renewal. Yet character, location and community organization combine to suggest a high potential for renewal success. (These qualities, in relation to regional, city and community objectives evoke suggestions of difficult problems, but within a dimensional framework that allows for the attainment of their solution.

Suggested here is a preliminary sketch plan statement -- a first effort to examine existing conditions and problems and suggest the potential opportunities for Charlestown. In doing so, the planning analysis of the past has been utilized -- particularly the 1950 General Plan for Boston and the District Plan prepared in 1959 and 1960. In addition the recently conducted work for the Metro-City sketch plan has been utilized as has the current studies of the North Terminal Area consultants. Finally, through the SHOC organization's policy statement there is an opportunity for reflecting some clearly stated local objectives and goals.

It is in this context that planning objectives have been derived for Charlestown and that major plan proposals described below and shown on the accompanying maps have been formulated. As a first statement there are necessarily remaining gaps and unresolved issues, and an effort is made to recognize these insofar as possible. There yet remains, however, the more detailed study and analysis necessary to determine precise planning requirements and the elements of feasibility and programming.

PREVIOUS PLANNING STATEMENTS

Previously prepared plans indicate a great variety of proposals for Charlestown. Many of these are in conflict with one another and with this report. The major proposals of these plans are outlined below.

1) 1950 General Plan

Future Population - no estimate, but would be much lower than present 20,000 due to clearance of residential areas for industry.
Housing - high density (40+ per net acre) in those areas to remain in residential use.
Community facilities - A new public elementary school to replace all existing schools - two new playgrounds, and a playfield to replace the Ryan Playfield.

Industry - expansion of industry to cover all remaining flat areas surrounding Charlestown.
Circulation - removal of elevated and replacement with a subway in approximately the same location - Construction of the inner belt to take place in a Westerly direction from City Square until it meets the Northern Artery. Route 1-93 use Rutherford Avenue until it connects with the belt route in the vicinity of the state prison site.
Redevelopment - the eventual clearance and redevelopment of the entire residential area.

2) District 5 Plan - 1960

Future population - 1980 population of 14,600
Housing - demolition of approximately 60% of the existing dwelling units - rehabilitation of the rest
Community facilities - development of a large community facilities complex to incorporate a new high school, library, health facility, Boy's Club, fire station, etc. - to be combined with park and playfield open space and located on the hillside area near Thompson Square - community facilities complex used to develop inward orientation of the neighborhood.
Shopping - an enlarged community shopping area in the vicinity of Thompson Square.
Industry - redevelopment of area between Main St. and Rutherford Ave. and west of the Phipps St. burial ground for industry - reuse of Ryan Playground for industry.
Circulation - relocation of the elevated, either as a subway or along the B&M tracks - proposes the concept of a loop road around the residential area using Rutherford, Chelsea, and Medford.

3) North Terminal Study (Preliminary Proposals)

Community facilities - Development of a large complex in the area of the Phipps St. Burial Ground between Main St. and Rutherford Ave.
Shopping - expansion of commercial area in vicinity of City Square, and Sullivan Square.
Industry - more intensive use of industrial land in the area of Sullivan Square.
Circulation - removal of the elevated and replacement with a subway or at grade on the B&M tracks. A sketch of the proposed street and highway network is enclosed. It proposed a new bridge across the Charles from Leverett Circle to City Square, a divided road beneath the Mystic River Bridge with new ramps connecting to the bridge, the improvement of Rutherford from Prison Point Bridge along existing rights-of-way, and the construction of the inner belt as indicated.

4) Regional Core Sketch Plan

Future population - 1975 population maintained at present level of 20,000.
Housing - Minimum clearance - emphasis on rehabilitation
Community facilities - Capital web development connecting the two hill top areas - Development of Little Mystic Channel for recreational use.
Industry - More intensive use of area now occupied by B&M rail yards.
Circulation - Construction of a major intersection of I-93 and the inner belt adjacent to Sullivan Sq.

Neighborhood Planning Objectives

Residents of Charlestown through SHOC and as individuals have clearly defined many of the objectives they would like to see accomplished by a renewal program.

1) Removal of the MTA elevated structure is foremost in their minds. Many residents feel little can be done to improve the community until it is relocated.

2) SHOC has adopted a policy statement advocating minimum residential clearance. Minimum in their terms seems to mean only the very worst structures, perhaps not more than 100. The statement also favors the construction of privately built low and middle income housing where possible, but is against additional public housing projects, except for the elderly.

3) Residents have often expressed a desire for additional playground space, particularly for pre-school children.

4) Better shopping facilities would be welcomed if they did not involve much residential clearance.

Objectives for Sketch Plan Statement

In reviewing past planning proposals in conjunction with recent findings of existing conditions in Charlestown, certain common threads become quite apparent. The overwhelming magnitude of the circulation problems affecting the area are of paramount concern, both to the Charlestown resident as well as to those served by existing facilities in the northern sector of the metropolitan area. In terms of traffic, Charlestown can almost be viewed as the neck of a funnel into downtown Boston. As such it is affected by virtually every conceivable mode of land transportation.

The under utilized flat lands to the southwest of the residential hills have been consistently recognized as potential

areas for change. Differences arise as to degree and type of change -- but general agreement seems to indicate that the area is ripe for development. More factual evidence points this up as the release of land by the B&M Railroad has generated a considerable amount of new industrial development.

There has been a recognized need in previous planning proposals for the consolidation of certain kinds of facilities such as schools and shopping. More urban open space has been recognized as an important objective as well as the need for greater recognition and development of important historic sites.

Another implicit objective that has been universal in previous thinking about the area, both by residents any be Boston's planners, has been the need for more inward orientation of the community -- the retreat to an agreed upon line where business and industrial encroachment will stop and residential neighborhood strengths will flourish.

In preparing the present plan statement, certain assumptions have been accepted both as the result of previous planning or engineering efforts and as a result of an up-to-date examination of existing conditions. First is the assumption that the Inner Belt will be constructed in the next ten years along the alignment currently listed as "Line A" by the Mass. DPW consultants, and that an interchange with Interstate Route I-93 will occur in the vicinity of the Somerville - Boston line and at the existing Central Artery. It is also assumed that Prison Point Bridge will be substantially repaired in this same period.

In terms of land use it is assumed that the U.S. Navy installation in Charlestown will remain indefinitely and that the holdings of Massachusetts Port Authority lands will remain in their present use and ownership until at least 1975.

It is also assumed that the Boston & Maine Railroad will materially shrink its operations in the vicinity of Charlestown. It is thus expected that their rail and freight yard facilities will shift to an outlying location and that most of the land presently used in this fashion will be available for other forms of development.

In the light of these assumptions the following are the basic objectives of the preliminary sketch plan for Charlestown:

1) The inward orientation of the residential community as proposed in the 1960 District Plan and other plans is not accepted and the exact opposite is expressed as a major goal. The community is situated in a highly strategic location in the metropolitan area and has been unable to effectively compete for land and forestall further and further encroachments of commercial activities or regional transportation facilities.

The plan proposes to overcome this by expanding the residential community. Charlestown's population has declined steadily since 1910 with the most severe decline occurring in the last decade. This decline is symptomatic of many problems within Charlestown, but its character has an extremely erosive effect in terms of the community's future. The young families of Charlestown, who represent the vitality and political, social and economic strength of the community, have been abandoning it.

Thus a fundamental objective of the plan statement is to provide the community with an outward orientation designed to attract such families. Thus the plan proposes to expand the residential community to provide more attractive residential opportunities with the least amount of displacement to those people still remaining. Through the accomplishment of this objective Charlestown can more fully take advantage of its unusual location and be provided with long-term strength through a broader, more diversified population.

2) As a derivative of the first objective, the plan seeks to establish additional gateways or entrances to the community as well as to materially enhance those already existing. In spite of a tremendous scale of regional transportation facilities, the community itself has few good connections to surrounding areas. It is isolated not only from residential communities in Boston, but also in Everett, Somerville, and Cambridge.

3) Charlestown's original development was substantially enhanced by its ties to the sea. Today, with land filling and port and industrial development, these ties are virtually lost to the residential community. What is potentially the community's most important amenity is almost totally hidden from view and physically inaccessible. One key objective of the plan is to re-establish the ties to the waterfront and to refocus on the water as a desirable design element.

4) Charlestown is rich in history and historic personages. A major objective of the plan is to restore those elements of an historic character and to provide stronger links between them, and to the historic elements of the city in general.

5) Circulation proposals suggest that Charlestown will be further affected by major circulation proposals for the region. Developing from these proposals will be some of the most important crossroads of the metropolitan area. One objective of the plan statement is to fully recognize the potential of these crossroads while in no

way adversely affecting the residential community. Indeed, such potential may well express itself in new residential development.

6) As well as planning objectives, the plan statement reflects renewal treatment objectives. There is inherent attractiveness and value in the existing Charlestown residential structures lying on the slopes of the hills and the hilltops. A maximum degree of conservation activity is proposed for these areas with clearance utilized only to remove those structures in worst condition or those needed to realize other plan objectives. The flat lands on the perimeter of Charlestown have almost been abandoned for residential use and are in an advanced stage of deterioration. These areas most strategically located with respect to regional circulation proposals are thus strategic clearance areas.

Proposals to Achieve Plan Objectives

While the preliminary sketch plan has derived substantial guidance from previous planning effort, especially at the regional scale, the specific form of the plan is quite different in many ways. With the Inner Belt and Central Artery framework providing the dominant and most pervasive elements of the plan, the scheme relies heavily on providing a means of relating the existing community to these elements in such a way as to fully realize the stated objectives. Thus it can be seen that the major concentration of renewal action lies between Main Street and the proposed Inner Belt; and between Sullivan Square and City Square.

A most critical proposal is that the parallel service road to the Inner Belt utilize the present alignment of Front Street rather than Rutherford Avenue. This creates a circulation hierarchy by which Rutherford Avenue has a less important regional circulation role by becoming only a secondary service facility. This provides the opportunity to accomplish a number of objectives:

1) Prison Point bridge and the surrounding land can be greatly enhanced and developed as a gateway to the Charlestown community which becomes a major anchor point in restructuring the residential community.

2) Major residential development opportunities are created in conjunction with this gateway and its surrounding facilities.

3) The expansion of the Charles River inlet into the gateway area provides an opportunity to capitalize on the new dam and the accompanying expansion of the Charles River basin for the benefit of Charlestown.

4) Rutherford Avenue becomes a clear line of demarcation

between the industrial areas to the south and the residential area to the north.

5) Clarifying the Sullivan Square circulation pattern and reducing the traffic load both in Sullivan Square and in adjacent residential areas. This clarification creates additional opportunities for residential expansion and industrial subdivision.

6) Existing and new industrail development could be more oriented towards the Inner Belt and Front Street in terms of its traffic generation character, thereby further effectuating a division between the industrial and residential areas, and discouraging further encroachment into residential areas.

7.

Another major proposal is the removal of the present MTA elevated structure on Main Street. This proposal corresponds to preliminary proposals of the North Terminal Study consultants. For Charlestown a subway near Main Street which serves the community more directly is the most desirable alternative. However, with the development proposed at the terminal of Prison Point Bridge, a surface line south of Rutherford Avenue would still provide rapid transit service to Charlestown residents. With this alignment, station locations become more critical and difficult with respect to service to the Navy Yard and to the residential community.

City Square is proposed to be insulated insofar as possible from the regional highway network through new ramps at another location. While the potential for development at this key intersection of the Inner Belt and the Central Artery is extremely strong, far too many values of an historic and residential character are present in association with the Harvard Mall. While its commercial character has limited value, residential streets off City Square are some of the loveliest in Charlestown and provide significant symbols of strength for rehabilitation activities for the rest of the community.

Sullivan Square is a crossroads which has never fully realized its potential in terms of surrounding land development. Certain efficiencies are evident in its separation of traffic but as an area suggestive of large numbers of people utilizing it daily, it shows little vigor. The plan proposes that the marginal character of the area be exploited more to the advantage of the community by displacing the major crossroads to the south where the extension of Alford Street is proposed to intersect Front Street. This ties in the new intersection directly with opportunities for significant new industrial development oriented to the Inner Belt. Furthermore, it clears the way for new residential development opportunities at the north western side of Bunker Hill facing Sullivan Square without the impeding influences of confusing and heavy traffic flows or haphazard commercial development. Such residential development is further clarified by stopping Main Street before it reaches

Then what happens to Sullivan -?

Sullivan Square and directing it toward Medford Street in the vicinity of Auburn Street.

A final proposal deals with the development of the Little Mystic Channel for recreation purposes. To accomplish this it is proposed that Medford Street be relocated along roughly the line of Terminal Street along the Mystic Pier at the northern bank of the Little Mystic Channel and to tie back to Chelsea Street. In developing new crossing facilities at Chelsea Street, it is proposed that the Little Mystic Channel be dammed thereby creating a recreation basin in the channel. Ramp facilities off the Central Artery tieing into the Navy Yard would complete the development of this general area and substitute for the Navy Yard ramps now in the vicinity of City Square.

Internal residential plan proposals are primarily oriented to a clarification of the "Capital Web" structure in the area to more fully accentuate the unique land form and to provide ties between major plan elements. There is thus a connecting pattern between the new gateway area at the terminal of Prison Point Bridge and the new recreation area at the Little Mystic Channel. A perpendicular axis running the length of Charlestown would be Bunker Hill Street serving as a neighborhood collector street with both local public and shopping facilities. Further connecting patterns between major historical sites complete the "capital web".

The plan proposes that the capital web in Charlestown be a subtle factor. No large scale elements are involved with the exception of certain anchor points. It is intended to weave through and enhance the existing residential pattern by providing elements which join the community together but at the same time be a part of the intense urban fabric which is an important element of Charlestown's character.

Unresolved Issues and Areas for Further Study

The preliminary sketch plan is not intended as a definitive plan statement. It is a first effort at developing fundamental planning and renewal objectives for the community and stating these in a broad, general physical design statement. As such many areas for further study are immediately suggested.

Precise planning requirements have not been developed at this time. The residential proposals of the plan may well result in an additional 1,000 to 1,500 units in Charlestown. What the nature of these units might be and the character of their occupants needs considerable study. Following this, the market for such development requires further examination. In addition, the demand for all types of community facilities -- schools, playgrounds, libraries, and the like -- are required. Circulation proposals have to be studied further in terms of more local traffic demands. The capital web design has to be more detailed as to which specific properties and facilities are involved. Feasibility of many proposals

will require extensive specialized study. Programming and staging of renewal action sequences will have to be fully explored.

Within the content of the Plan as presently developed, however, a number of issues have not been fully resolved. These include:

1) Is it possible to hold the line with the present population or are the current forces of change too strong?

2) As a corollary of the first point, can regional highway improvements be made while still maintaining the integrity of the communities with respect to its objectives?

3) Several new transportation elements are proposed. Do these represent the proper allocation of resources both in terms of improvements to be made in Charlestown and in the metropolitan area?

4) What are the ultimate objectives of relocating the MTA? Is Charlestown willing to give up the convenience of the service through a location more remote from the residential communiyt? Where should stops be located?

5) To what extent are areas proposed for residential reuse marketable? Can the development of these residential areas be effectively integrated into the physical and social fabric of the community?

6) What is the relationship of proposed residential development south of Rutherford Avenue to existing industrial firms such as Admiral TV, Whitings Milk, H. P. Hood, etc.?

While this is by no means an exhaustive list it does outline the kinds of problems ahead in developing both the General Neighborhood Renewal Plan and Project Plans. It also illustrates the kinds of issues the Charlestown planning team hopes will be fully aired at the December 15th Review.

PART III: EXISTING COMMUNITY FACILITIES

INTRODUCTION

To date a number of studies and proposals have been prepared which concern the various public facilities in Charlestown. Generally the recommendations are in agreement. This report will bring together under one cover the proposals of past years as well as the expressed desires of the agencies in recent months. It will also describe conditions of existing facilities and the problems as well as potentialities which emerge.

The standards as recorded in the Metro-City Sketch Plan Reports shall be discussed in terms of their applicability to Charlestown in the next stage of the plan process. Further investigation must also go into the services and usage of the City Health Unit, into affairs of the church as regards their future needs and plans, and into the kinds of government welfare investment appropriate for this unique community.

Schools

Eight public schools are located within the GNRP with a total enrollment of 2871 pupils. Of these eight schools, one is a K-2, two are K-3, three are K-6, one is a grade 7-9 Junior High School and one is a grade 10-12 High School. Neither the junior nor senior high schools have school district boundaries. The elementary schools are located within either the Warren School District or the Harvard School District. See Map #1.

A new K-6 school is presently under construction. It will house nineteen classrooms at a capacity of 35 children per room. When this school goes into operation, the Prescott School (K-6) and the McDonald-Polk School (K-3) will be abandoned. To make room for this addition to the school plant, the Copley (1-3) and Warren (4-6) Schools have already been closed and torn down. As a result, six classrooms at the Junior High School have been allocated as temporary quarters for the displaced students from the Warren School, and the Copley students have been placed in the Prescott School. This required adding two 3rd grade rooms, one 2nd grade room and one special room at the Prescott School.

See Chart #1 for a breakdown of existing school facilities. It will be noted that all K-6 schools were constructed prior to 1880 and both K-3 schools, before the turn of the century. There are no gymnasium nor lunch room facilities in any of the existing elementary schools and only two have auditorium space. The Bunker Hill School is the only elementary school having a site of 1/2 acre or more.

CHARLESTOWN

MAP # 1

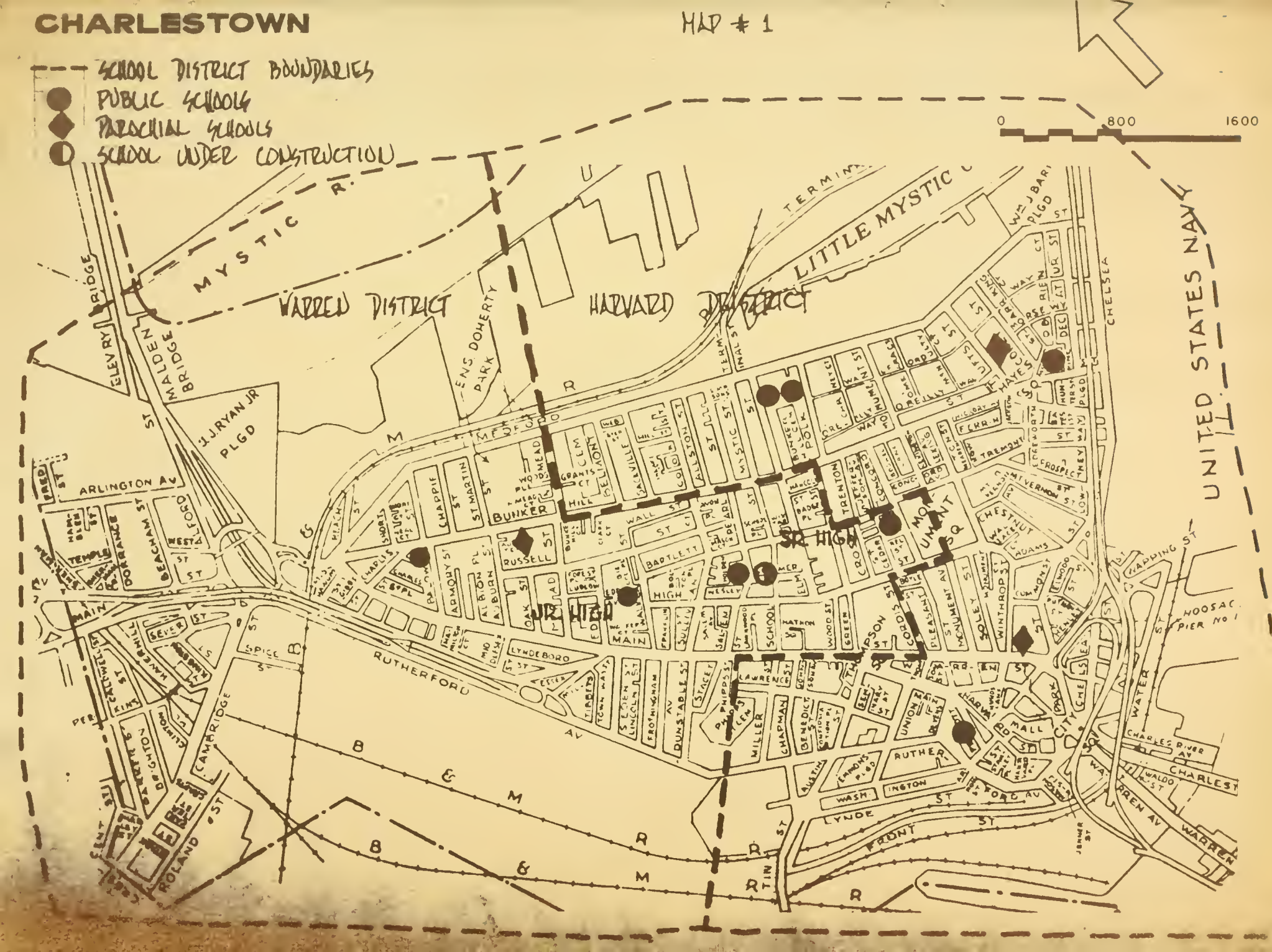


CHART #2. SCHOOL ENROLLMENTS

PUBLIC SCHOOLS

Enrollments:	1955-56	1956-57	1957-58	1958-59	1959-60	1960-61
Bunker Hill	314	317	309	306	281	268
*Copley	195	197	165	174	148	146
Harvard	247	230	220	249	253	261
Holden	141	147	130	147	144	165
Kent	172	126	165	185	184	187
McDonald-Polk	184	157	131	116	122	150
Prescott	280	245	258	253	240	197
*Warren	194	202	189	193	170	179
TOTAL ELEMENTARY	1727	1621	1567	1623	1542	1553
Edwards	628	588	562	593	610	600
C'town H.S. & Annex	651	677	666	689	680	718

* The Copley and Warren Schools no longer exist. Although it is known where these students were shifted, the exact numbers that were shifted are not yet available. The 1961-62 enrollment data therefore is not recorded above.

PAROCHIAL SCHOOLS

Year/Grade	1	2	3	4	5	6	7	8	TOTAL (1-6)
St. Francis									
1956	82	80	68	81	78	76	55	65	465
1957	89	73	75	64	72	71	60	53	441
1958	80	77	62	69	65	70	72	58	423
1959	73	81	72	61	74	65	72	72	426
1960	71	64	67	67	57	67	58	71	393
St. Mary									
1956	88	79	79	79	87	65	60	62	477
1957	90	80	75	79	80	77	64	55	481
1958	101	74	76	73	76	74	71	62	474
1959	92	86	81	70	78	75	67	68	482
1960	93	78	75	81	72	72	70	62	471
St. Catherine									
1956	83	63	74	65	58	69	63	59	412
1957	78	68	65	72	56	55	63	59	394
1958	80	58	69	62	54	57	43	60	380
1959	73	71	65	55	56	50	42	42	370
1960	66	62	64	54	44	49	35	36	339

TOTAL PAROCHIAL SCHOOL ENROLLMENT BY YEAR:

Year	Grades 1-6	Grades 7-8	TOTAL
1956	1354	364	1718
1957	1316	354	1670
1958	1277	366	1643
1959	1278	363	1641
1960	1203	332	1535

Classrooms by grade by school:

SCHOOL	1	2	3	4	5	6	7	8
St. Catherine	2	2	2	1	1	1	1	1
St. Francis	2	2	2	2	2	2	2	2
St. Mary	2	2	2	2	2	2	2	2

Source (For Parochial Schools):

Archdiocese of Boston
Department of Education
468 Beacon Street
Boston 15, Mass.

PUBLIC SCHOOLS: SCHOOL ADDRESS	Date Built	Type Const.	Grnd. Floor Area Sq. Ft.	No. Floors	No. Rooms	Grades Served	Capacity at 30/clrm.	Audit-orium Cap.	Gym Cap.	Lunch Cap.	Other Facilities	Site Area Sq. Ft.	1959 Assess-ment ($000)
Warren District:													
Bunker Hill Baldwin 68	1866	IV	5539	4	12	K-6	330	None	None	None	Sewing, Remedial Reading	35274	325
Holden 8 Pearl	1926	I	5466	1	4	K-2	120	None	None	None	None	10723	123
Harvard District													
Harvard 20 Devens	1871	IV	8652	3	16	K-6	240	300	None	None	Sewing, Remedial Reading, Manual Trning, Sp. Classes	16306	97
Prescott-109 Elm	1876	IV	?	3	13	K-6	360	?	None	None	Remedial Reading	20237	32
McDonald 36 (Combined Polk with Polk)	1911	IV	3262	2	2	K-3	60	315	None	None	Spec. Classes	7200	88 (Combined)
Polk	1876	IV	4231	2	6	See Above	180	See Above	None	None	See Above	12143	See Above
Kent 32A Moulton	1895	IV	4805	2	6	K-3	150	None	None	None	None	15817	58
Edwards 28 Jr. High Walker	1932	I	38429	2	30	7-9	660	527	100	456	Sewing, Rem. Reading Cooking, Manual Trng.	75674	571
Charlestown High Sch. 30 Mon. Sq. (Also Annex)	1907	I	16204	4	13	10-12	660	410	275	100	Library, Electricity Workshop	16380	70
30 Cedar	1926	I	4340	3	4	See above -						6280	205

CHART #2 - SCHOOL DESCRIPTION

In recent years there have been five separate proposals concerning schools in Charlestown. In 1944 the Strayer report recommended that all but the Holden, Polk, the Junior High and the High School be abandoned, purely on the basis of structural inferiority. The 1950 General Plan for Boston curiously enough kept only the Warren and Copley elementary schools (both of which have since been abolished), as well as the junior high and high school. Their recommendations referred to school sites and envisioned 1975 as the projected time goal. The 1953 report from the Harvard School of Education's Center for Field Studies, dealing with school buildings in the time span between '53 and '60, kept the Harvard, Holden and Kent elementary schools and the junior high school. They didn't look into the high school. The 1960 District Plans with target dates in 1980, abandoned all existing schools except the junior high. The Boston School Committee foresees eliminating the Prescott, McDonald-Polk, and the Bunker Hill Schools within the next five years.

There is consensus, it would seem, that the Edwards Junior High School is an adequate facility. All other schools in Charlestown have been suggested for demolition in at least one of the five proposals. The Bunker Hill, Prescott, and McDonald-Polk schools have unanimously been selected for demolition despite the varying target dates of the various proposals. See Chart #2 - School enrollment figures.

There are three parochial schools located in Charlestown with a total enrollment of 1535 pupils. All three of these schools serve grades 1-8, all are three stories high, each have sixteen classrooms and all are of class IV construction. The sites of these schools are small, only St. Francis de Sales having a little more than 1/2 acre. See Map #1 for parochial school locations.

The primary public school plant in the GNRP is obsolete by recognized minimal standards in terms of structural efficiency, grade continuity, playspace allocation and interior facility accommodation.

Two new elementary schools in Charlestown could replace the six obsolete structures now in use. These in turn could become the center of renewed community activity and participation. New structures conceivably could attract competent teachers who understandably seek positions where their work is supplemented by the supply of decent tools and facilities.

The parochial schools in the GNRP stand in critical relationship to the declining population. A further loss in population might force the closing of any one parish school, causing undue stress on the public school system.

The high school, despite a declining GNRP population, continues to increase its enrollment. Assuming a stabilization and/or small increase resulting from urban renewal, additional secondary school space will be needed. This facility is already experiencing

conditions of overcrowding.

Charlestown High has a college preparatory curriculum, a business commercial curriculum as well as the electrical department within the City-wide cooperative industrial program,. 60% or 70% of its students are Charlestown residents. The school's enrollment figures have increased principally because of the shut down of two or three secondary schools in different sections of Boston. Charlestown High has absorbed a sizable number of the relocated students.

Although arrangements for use of Charlestown playfields as school athletic areas exist with the Park Department, the Headmaster of the high school feels this to be an unsatisfactory solution to their playspace requirements.

Community Youth Organizations.

Boy's Club of Charlestown - A United Community Service Agency supported financially through the United Fund and augmented by foundation gifts etc., this organization was founded in Charlestown in 1917. It has since established centers in South Boston and Roxbury. 79% of its 2800 male membership comes from Charlestown. The remaining 21% are drawn from Somerville, Everett, Malden and communities north.

The organization serves boys from 6-13, 14-18 and alumni to 21 years of age with different facilities. The physical education program offers such facilities as a gym, an auxiliary gym, a small swimming pool, a social recreation space for youngsters, and game rooms for teenagers and young men. For the educational program, there are craft rooms, (woodworking, darkrooms, music, typing, printing), a library, a dental clinic and a modern kitchen for cooking courses. Although the club has no social worker on its staff, it provides counseling and follow up services for referrals from other agencies of a tax supported nature.

The leaders of the Boy's Club feel that their 3 story building is obsolete in that it contains much space, never used but requiring maintenance all the same. The lay-out is suitable for maximum usage only under conditions of optimum supervision from a large staff. This condition does not exist at the Boy's Club.

Their program is currently being revised, and hopefully a more imaginative and attractive one will emerge. If a new site is made available to this organization, their existing structure would be suitable for re-use.

Girl's Club of Charlestown - A United Community Service Agency supported financially through the United Fund with additional resources coming from private contributors. The organization came to Charlestown in 1937 and occupies part of the Boy's Club 2nd building for which space it pays a monthly rent. Its present membership totals 1,577

of which 1,369 girls are from the Charlestown community.

The programs which are offered fall under one of three following categories for the 6 to 18 year old females: physical education, health and social education. Homemaking skills, personal appearance training, and social interaction seem to be stressed in the wide gamut of activities and "courses" which are offered. The Girl's Club has access to the dental clinic at the Boy's Club. It is also allowed to use the large gymnasium and the swimming pool, but only for 3 brief hours on Saturday mornings.

This organization has a teen-age club, a pre-teen club, a Girl Scout troup, a Brownie troup, an active mother's organization and a junior leadership training program.

The space within which the Girl's Club operates is not a large one. The organization would very much like its own building but is not discontented with the one it rents. They do need, however, a swimming pool and a gymnasium, not necessarily their own, but one where they have greater access than present arrangements allow.

Teen Canteen - A SHOC sponsored co-ed organization that twice a week holds socials and teen-age programs at the Old Municipal Bldg. This group also has access to the gym in the same building.

The Teen Canteen as well as the Hawks under Father Murphy's guidance are viewed as competitors by the Boy's Club. The Girl's Club, on the other hand, sees them as complimentary organizations, serving needs that obviously are not served by the existing groups in Charlestown.

C.Y.O. - The youth organizations of the Catholic Churches hold dances every Friday evening, sponsor basketball teams and tournaments for which purpose the Edwards School gym is made available.

Library

There is one branch library of the Boston Public Library System in the GNRP. The present site despite its limited size (0.1 acre) has the advantages of tradition, central location, and pleasant setting. Its disadvantages are the hill and its remoteness from shopping areas and public transportation facilities. It was built and occupied in 1913. Despite its age, the Charlestown Library was recommended to be retained in the 1955 Planning Board Report on the Branch Library System. It has since been suggested, that this structure may already have become too costly to justify retaining it.

The Library Dept. recognizes that attention must be given the Charlestown facility. Their feeling, however, is that the present structure be renovated and expanded. There is a vacant lot adjacent to the library of some 2,824 square feet which if acquired and improved could create a single level of rooms for children.

young adults and adults as well as provide public service areas. This move would entail modernizing the basement as well as the 1st floor to provide office space, workroom and meeting area. The 2nd floor then could become storage area and auxiliary space.

Fire Stations

Three fire stations exist in the GNRP. The 1956 Planning Board Report on fire facilities in Boston recommended that all three in Charlestown be abandoned. The modified proposals on the same subject in 1961 concurred. Below is the '56 evaluation of facilities.

Bunker Hill Station - Engine 32 - Constructed 1872, Land Area 8[illegible] square feet.

Building - 2 1/2 story red brick. Two overhead doors. Setback 15 ft. Quarters on second floor. General appearance poor.
Site - Poor, Building coverage 70%. Surrounded by vacant land and multi-family dwellings. On major street with heavy traffic and buses. Halfway up a steep hill. Accessibility to other major streets fair.
Location - Multi-family dwellings and scattered business and industry. Buildings in poor condition. Fire hazard high. Irregular topography. Street pattern poor.

Monument Station - Engine 36, Ladder 22 - Constructed 1884 - Land area 5668 sq. ft.

Building - 2 story red brick. Two double doors, open in. Setback 5 ft. Cement floor inside. General appearance fair to good.
Site - Poor to fair. Building coverage approximately 75%. Small space on right for parking. No room for expansion, training or servicing equipment. Located with a housing project on narrow minor street. Easy accessibility to a major street and accessibility to other points. Heavy traffic on major street with buses.
Location - Good. Mostly multi-family dwellings in very poor condition. Scattered business and industry throughout entire area.

Winthrop Station - Engine 50 - Constructed 1876 - Land area 3000 sq. ft.

Building - 3 story red brick. Two overhead doors. Cement floor inside. Setback 5 ft. Quarters on second floor. Appearance good.
Site - Poor to fair. 100% coverage. Small space in rear for parking. No room for training, servicing equipment. Multi-family dwellings on both sides. Narrow street with light traffic. Half block to nearest major street. No on street parking near station. Immediate topography uneven.

CHARLESTOWN

MAP #2

- LIBRARY
- FIRE STATIONS
- YOUTH CENTERS

0 800 1600

Location - Fair to poor. Buildings in poor condition. Fire hazard extremely high. Topography extremely irregular. Street pattern complex.

There have been no physical improvements made at these stations since 1956. See Map #2 for locations.

Playgrounds and Playfields

There are 5.6 acres of parks in the GNRP, 7.8 acres of playgrounds and 18.8 acres of playfields. The preponderance of this open space is geared to the needs of 6 to 18 year olds and more so to the 6 to 10 year old age group. The tots seem to have been forgotten, and the elderly have been neglected despite the fact that both groups constitute large proportions of the total population. See Map # 3 for locations and relative size. Below is a breakdown of playgrounds and playfields.

William J. Barry Playground

Size - 5.5 acres - No room for adjacent expansion
Facilities - Basketball court, macadam, with stands for approximately 750 persons.
Baseball diamonds, one regulation size, one little league.
4 benches at the full size diamond.
Brick structure housing rest room facilities
Comments - The basketball court occupies a third of the macadamed area beneath the Mystic Bridge elevated structure. Although the 2/3 space remaining is surfaced and fenced there are no basketball standards nor equipment of any sort. The space is broken by the bridge beams necessitating specific types of activities which could occur. Basketball, Volleyball etc. The macadam area was littered with thousands of bits of broken glass. The concrete water fountain was missing a chunk of its bowl, hence there is a constant flow of water spilling onto the ground.

Hunter St. Playground

Size - 1.2 acres - Occupies a square block abutting the Mystic Bridge. Property of the Boston Housing Authority.
Facilities - One baseball backstop, macadam surfaced.
Comments - The macadam surface of this playground is cracked and uneven. It is littered with bits and pieces of broken glass. This play area is very near the southern edge of the housing project. Its space is supplemented by the Kent School play yard which has swings and various hopscotch activities whitewashed on macadam, as well as one macadamed basketball court.

Emmons Playground

Size - .2 acres - The smaller children's play area on the

CHARLESTOWN

- PLAYGROUNDS - SMALL, MEDIUM, LARGE
- PLAYFIELDS - MEDIUM, LARGE
- PARKS - RELATIVELY MEDIUM, LARGE

north side of Rutherford Ave. lies adjacent to a vacant lot.

Facilities - Eight swings, one medium sized slide, four seesaws, one small jungle gym, eight benches one water fountain.

Comments - Small area but reasonably well equipped. For children on the south side of Rutherford Ave. unless accompanied by an adult, this play area is inacessible because of the highway nature of Rutherford Avenue.

Emmons Playground

Size - 1.1 acres - No room for expansion. Surrounded on three sides by homes and on the fourth side by Rutherford Avenue.

Facilities - Baseball diamond and backstop, macadam, basketball standards, macadam, both sharing this rather large space. Also a separate cement fenced in triangular space with no facilities whatever.

Comments - The macadam and cement surfaces of this area are in very bad condition. There are holes, sunken places, numerous cracks which together present a danger to active use.

Eden Street, McCarthy Playground

Size - .4 acres - The smaller children's play area has no room for expansion.

Facilities - Well equipped with five swings, one jungle gym, one bar swing, a concrete block maze, a log area, two cement barrels and twelve benches. There is also a fountain and the surface of the play area is macadam.

Comments - From Eden St. this is a most appealing play area which faces a recent addition to an existing school. There could be five more swings in this playground if hinges were replaced on the swing frame.

Mead St., McCarthy Playground

Size - .3 acres. Adjacent to a sizable vacant lot on Mead and Main Sts. Also, across Mead St. is another vacant lot cornering on Main St.

Facilities - Twelve benches, one slide medium height, four swings on macadam surface. In a separately fenced in area is a macadam surfaced basketball court.

Comments - The play area for teenagers could be enlarged since it consists of only one basketball court. The land for expanding is adjacent and sizable.

Cook St. Playground

Size - .1 acres - No room for expansion. Tightly sited on an open corner and held in by right angle sides of adjacent brick structures.

Facilities - 3 benches, 3 swings, one of which is broken, and one sandbox.
Comments - This effort was presumably meant to be a tot-lot, the only effort of its kind in Charlestown. It is much too small, however, and poorly equipped even for its size. It is the shoddiest playspace, visually, of any in the GNRP.

Ensign Doherty Playground

Size - 4.3 acres - No room for expansion.
Facilities - Wading pool for tots. Large outdoor swimming pool. Macadam surfaced basketball court. Tree planted mall lined with benches. Sheltered area.
Comments - Well kept up on a site overlooking the Mystic River.

Kingston Street Playground

Size - .2 acres - No room for expansion
Facilities - Two jungle gyms, four swings, one medium sized slide, eight benches. Macadam surface. Same design and vintage as Rutherford Ave. playground.

Ryan Playground

Size - 13.3 acres. Adjacent to River, Schrafts, and the new highway north.
Facilities - Six swings, two high slides, three cement barrels, sheltered area, log area, two macadam surfaced basketball courts, two tennis practice areas, a brick structure housing restroom facilities, one baseball diamond with stands, one little league sized baseball diamond. Planted macadam sitting area.
Comments - This is unquestionably the best equipped, best cared for, most visually aesthetic play area in Charlestown. What is questionable, however, is the number of Charlestown residents who use it. Located on the other side of Sullivan Square with traffic passing at both high volume and high speed, the playfield seems better car oriented than pedestrian oriented.

Parks

There is a total of 5.6 acres of park land in Charlestown. Although City Square, Essex Square, Hayes Square and Sullivan Sq. have city owned areas in the center of busy rotaries, I have not included these spaces in my total park acreage for obvious reasons. The three spaces listed below which comprise the total park area in the GNRP are typically urban squares and not parks in the traditional sense of the term. Other open space in Charlestown occurs in the form of unimproved vacant lots, slopes of hills and in cemetery grounds. Except where otherwise specified all open space described in previous sections and below is property that is City owned and maintained.

Monument Square - 3.8 acres - M.D.C. property
Harvard Mall - .9 acres
Winthrop Square - .9 acres
Bunker Hill Burial Ground (1807) - 1.1 acres
Phipps Burial Ground (1630) - 1.8 acres
Catholic Burial Ground - 1.5 acres - church property

The National Historic Sites Commission submitted a study to Congress in June, 1961, which recommended the clearance of five blocks north of Monument Square to re-create the battlefield of Bunker Hill. The Commission's plans would dislocate approximately 450 families and demolish much potential rehabilitation housing. In addition, the plan proposes a straight mall between Winthrop Sq. and the monument, removing seven properties valued at $135,000, which represent some of the finest in the GNRP. In terms of benefits for the nation as a whole, the end perhaps justifies the means. In terms of the local setting, however, the achievement of a national historic site as outlined by the Commission, might be critical, economically, socially and politically, for the well-being of the Charlestown community. There are perhaps other alternatives, less costly, which historically speaking could preserve the significance of the Battle of the Fence. Concomitantly, there perhaps are more significant uses to which cleared land could be put in terms of serving the people of Charlestown.

It would seem mandatory that the Charlestown scheme present an alternate proposal to commemorate the Battle of the Fence, one that is sympathetic to the overall integrity of the community. In this way, Federal aid would become available and the interests of the Nation as well as the interests of Charlestown could be served.

BOSTON PUBLIC LIBRARY
3 9999 06550 903 4